

some time with Mrs. Campbell's mother, Mrs. M. A. Cheesman.

The Wasatch Mutual Improvement association entertained at a character ball at the Wasatch ward amusement hall Thursday night. Prizes were awarded for the best costumes.

The woman's auxiliary to the Typographical union gave a card party at 2 o'clock Thursday afternoon at the home of Mrs. A. R. Lovendale, 429 Blair street.

The marriage of Miss Letitia Banks, daughter of Mr. and Mrs. W. F. Banks, and Elmer Raddatz took place Thursday. The couple will make their home in Eureka.

Mr. and Mrs. George T. Odell have returned from a trip to southern California.

Mr. and Mrs. C. T. Bowen of Omaha are guests of Major and Mrs. George M. Miller.

Mr. and Mrs. Leland Swaner are at home in the Bransford apartments.

Mr. and Mrs. J. M. Hayes have gone to New Orleans and will visit New York before their return.

FRANK CONFESSIO

I am a workingman. Except for the fact that I have, two or three times, engaged in business in a small way on my own account, I have always been a workingman. Doubtless I shall always be one. I have been successively farm hand, railroad laborer, printer and reporter. When the boss, along in the early nineties, quit his job as a reporter on the Capital and bought the North Topeka Mail, I was the editor and owner of a weekly newspaper printed in a small Kansas town. It was not a highly prosperous business, but I earned a good living from it and probably could have cashed in at that time for as much money as the boss. I had about as good prospects. Since that time he has created a very large business and has achieved great success, both commercially and politically. I am still a reporter and have worked for him as such for the past seventeen years. Now, as a matter of fact, I can write rings around the boss. I can make as good a speech. In most respects, I am as smart as he is. But he has achieved great success because he has something I haven't got. No form of government, no sort of administration, no law which could have been placed on the statute books, would have so equalized things that I could have achieved a success equal to his. He has it. I haven't got it. But in achieving this success he has done me no injury, subjected me to no injustice. On the other hand, he has treated me with great consideration and fairness. I make this point for the benefit of the man who believes success can be achieved through the channels of class or friendly legisla-

tion. I have learned, at least, two things in life. One is a little sense and the other is that a "front" is a valuable asset. The missus has said that I can come nearer looking and acting like a millionaire on a hundred dollars than any other man she ever knew, and I take her observation as a compliment. I have learned sense enough to know that no sort of government or legislation can help the man who can't or won't help himself. If I have anything I must work for it. So must every other man.

I mention these things because an attempt to confer prosperity and ease by way of government is under way. That is the sum total of Bolshevism. Bolshevism is the big issue in this country and in this town. Don't let it catch you asleep in your tracks.—Jay House in Topeka Capital.

DRIVING BRAINS OUT OF R. R. BUSINESS

The end of the war and of the responsibilities carried with it have enabled railroad officers, heretofore bound to their duties by patriotic considerations, to think of their own interests.

The recent resignation of A. W. Thompson, federal manager of the Baltimore & Ohio, Eastern Lines, illustrates which way the wind is blowing. Mr. Thompson, who is not yet 44 years of age, has been regarded as one of the ablest and most promising of the younger generation of railroad executives. Despite the fact that the railways constitute one of the most important instrumentalities of our economic fabric, and as such should be able to retain their best talent, Mr. Thompson evidently deemed his future in the steam transportation field too uncertain to warrant his remaining in it when a good opportunity in another business presented itself. As president of the Philadelphia company, a corporation operating several public utilities and industrial properties in the Pittsburgh district, he will no longer have to fear the uncertainties presented by the present situation of the railways or the restrictions upon initiative and ambition imposed by government operation.

Mr. Thompson is not alone in leaving the railways for industries which offer more stable conditions and the certainty of compensation more commensurate with ability and energy. For example, C. B. Segar, president of the Union Pacific system, has recently resigned to go to the United States Rubber Company, and D. W. Cooke, vice president of the Erie, has gone with the Cunard Steamship Company. Other men it is important to keep on the railways are likely to follow their example unless the policy of experimentation with government operation, inaugurated during the war, is abandoned and the railroads are returned to their owners on a basis which will permit their successful operation. Although the railroad administration shows a large deficit for the first year of its activ-

ities, much has been said of the improvements that have been introduced through unification.

On the other hand, too little has been said of the advantages the railroad administration has derived from the loyal service of railway officers who have been developed and trained under private management. While the railways can well afford to dispense with some duplications of facilities and service, they can lose their skilled and experienced officers only at a tremendous cost. It is obvious to anyone familiar with existing conditions that the railway problem of this country must be settled, and settled soon, if the exodus of brains from the industry is not to assume dangerous proportions.—Railway Age Gazette.

"LAWED-OVER" LAND

It is related that a lawyer in Massachusetts once purchased a bit of property that, as the saying is, had been "lawed over" for years. People wondered why he wanted to get hold of the property with such an incubus of uncertainty upon it. Others thought that perhaps he wanted some "legal knitting work," and would pitch in red-hot to fight that line-fence question.

That was what the owner of the adjoining land thought. So he braced himself for trouble when he saw the lawyer coming across the fields one day.

"What's your claim here, anyway, as to this fence?" asked the lawyer.

"I insist," said the neighbor, "that your fence is over on my land two feet. At the other end put it on my land at the other end."

"Well," said the lawyer, "you go ahead just as quick as you can and set your fence over. At the end where you say that I encroach on you two feet, set the fence on my land four feet. At the other end put it on my land two feet."

"But," said the neighbor, "that's twice what I claim."

"I don't care about that. There's been fight enough over this land. I want you to take enough so you are perfectly satisfied, and then we can get along pleasantly. Go ahead and help yourself."

The man paused, abashed. He had been ready to commence the old struggle tooth and nail, but this move of the lawyer stunned him. Yet he was not

to be outdone in generosity. He looked at the lawyer.

"Squire," said he, "that fence ain't going to be moved an inch. I don't want the land. There wasn't anything in the fight anyway but the principle of the thing."—Case and Comment.

This Would Have Pleased Theodore Roosevelt.

A not wholly unimportant citizen and the father of ten children came home the other night and sat at the table with his considerable family.

"John," said the lady opposite, "this high-chair is getting awfully rickety," whereupon he said:

"Here's \$10, my dear, go buy a new one—a good substantial one, something that will last."—Buffalo News.

Mixed Caviar.

Miss Gush—"I just adore caviar, don't you?"

Miss Green—"I never heard him except on the phonograph."—Houston Post.

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